

2 | Goals and Policies

This chapter documents the bicycle-related goals and policies of the Metropolitan Transportation Commission (MTC), which guided the development of this updated *Regional Bicycle Plan for the San Francisco Bay Area*.

The goals of MTC's transportation blueprint for the next 30 years – *Transportation 2035* – address the three “E’s” of sustainability: a prosperous economy, a quality environment, and social equity. The document includes performance objectives to evaluate how the agency's projects and programs contribute to these important sectors of the region. Corresponding MTC policies address transportation investments, focused growth (which concentrates development in areas that allow residents to

bicycle to transit and other destinations), pricing and affordability, technology, and individual actions, such as bicycle transportation, that result in vehicle emissions reductions, reduced delay, and improved affordability for Bay Area households. Increasing bicycle safety is another goal of *Transportation 2035*, which sets a goal of a 25% reduction of collisions and fatalities each from 2000 levels.

Supporting these goals, objectives and policies are recently adopted federal, state and regional directives that place greater emphasis on considering the accommodation of pedestrians and bicyclists when designing roadway facilities than when this plan was originally adopted in 2001.

PRINCIPAL GOAL

To ensure that bicycling is a safe, convenient, and practical means of transportation and healthy recreation throughout the Bay Area, including in Priority Development Areas (PDAs); to reduce traffic congestion and risk of climate change; and to increase opportunities for physical activity to improve public health.

In 2001, Caltrans issued Deputy Directive (DD) 64, which requires the California Department of Transportation to consider

the needs of bicyclists and pedestrians in the planning, design, construction, operation and maintenance of its facilities (see Appendix C).

In 2006, MTC adopted Resolution 3765, which requires agencies applying for regional discretionary transportation funds to document how the needs of bicyclists and pedestrians were considered in the planning and design of projects for which funds are requested.

REGIONAL BICYCLE PLAN

GOAL AND POLICY CATEGORIES

1. Routine accommodation
2. The Regional Bikeway Network
3. Bicycle safety
4. Bicycle education & promotion
5. Multimodal integration
6. Comprehensive support facilities & mechanisms
7. Funding
8. Planning
9. Data collection

For the region to make further strides toward improving bicycle travel, the routine accommodation of bicycles and pedestrians must be embraced by other implementing agencies as well, such as countywide transportation authorities and congestion management agencies, local jurisdictions, transit operators, and other partner agencies of MTC.

Goal 1.0: Routine accommodation

Guarantee that accommodations for bicyclists and pedestrians are routinely considered in the planning and design of all roadway, transit and other transportation facilities funded by MTC (see Appendix C).

Policies

- 1.1 Ensure that all transportation projects funded by MTC consider enhancement of bicycle transportation, consistent with MTC Resolution 3765, Caltrans Deputy Directive 64 and Assembly Concurrent Resolution 211 (see Appendix C).

- 1.2 Encourage bicycle-friendly design of all roadways, public transit systems and other transportation facilities, through new technologies, “best practices,” mandatory standards, optional guidelines and innovative treatments.

Goal 2.0: The Regional Bikeway Network (RBN)

Define a comprehensive RBN that connects every Bay Area community; provides connections to regional transit, major activity centers and central business districts; and includes the San Francisco Bay Trail.

Policies

- 2.1 Develop a cohesive system of regional bikeways that provide access to and among major activity centers, public transportation and recreation facilities.
- 2.2 Ensure that the RBN serves bicyclists with diverse ability levels who are bicycling for a range of transportation and recreational purposes.

- 2.3 Ensure that closing gaps in the RBN – particularly those that occur over jurisdictional boundaries – are given high funding priority.
- 2.4 Ensure ongoing maintenance and monitoring efforts that support the implementation and operation of the RBN.



- 2.5 Encourage coordination of cross-jurisdictional bicycle way-finding signage.
- 2.6 Provide bicycle access across all Bay Area toll bridges and other regionally significant facilities, such as the Webster and Posey tubes between Oakland and Alameda, whenever possible.

Goal 3.0: Bicycle safety

Encourage local and statewide policies that improve bicycle safety.

Policies

- 3.1 Ensure investment choices that help achieve the *Transportation 2035* goal of reducing bicycle fatalities and injuries by 25 percent each from 2000 levels by 2035.
- 3.2 Support local government efforts to improve bicyclist safety by encouraging enforcement of the California Vehicle Code for motorists and cyclists alike. Examples include diversion training programs and reduced fines for errant cyclists so police officers will be more willing to cite them. (Diversion training allows motorists and cyclists who break traffic laws to avoid having citations documented in exchange for attending traffic safety classes.)
- 3.3 Encourage local jurisdictions and other agencies and organizations to utilize MTC's online Safety Toolbox.

Goal 4.0: Bicycle education and promotion

Develop training sessions and educational materials that emphasize bicycle safety and the positive benefits of cycling.

Policies

- 4.1 Encourage and support the creation or expansion of comprehensive safety awareness, driver education, cyclist education, and diversion training programs for cyclists and motorists.
- 4.2 Develop a comprehensive promotion and outreach effort – including, but not limited to, Bike-to-Work Day – that advocates for bicycling as part of a larger effort to provide healthy and environmentally friendly transportation choices.
- 4.3 Use 511.org to disseminate information to Bay Area bicyclists.
- 4.4 Offer training sessions on “best practices” bicycle facility design and safe cycling practices.

Goal 5.0: Multimodal integration

Work toward developing seamless transfers between bicycling and public transportation.

Policies

- 5.1 Encourage transit agencies to provide, maintain and promote convenient and secure bicycle parking at transit stops, stations and terminals, including racks, bike lockers, in-station bike storage and staffed and automated bicycle parking facilities.
- 5.2 Ensure that bicycles are accommodated on all forms of public transit whenever possible, including on local and regional systems.
- 5.3 Foster collaboration between local jurisdictions and regional transit agencies to improve bicycle access to transit stations in the last mile surrounding each station. Improve-ments to ease, speed, convenience and safety of bicycle access,

including by means of signage and bikeways, should be considered.

Goal 6.0: Comprehensive support facilities & mechanisms

Encourage the development of facilities and institutions that contribute to a bicycle-friendly environment.

Policies

- 6.1 Encourage development of facilities at transit stations that provide long-term bicycle storage, bicycle repair and bicycle rental.
- 6.2 Encourage local jurisdictions to adopt ordinances requiring bicycle parking and storage and to offer incentives to employers that provide enclosed, sheltered bicycle parking for their employees and, when feasible, their customers.
- 6.3 Encourage local jurisdictions to provide shower and locker facilities, or to make arrangements for access to local health clubs, for all new developments and major redevelopments.

- 6.4 Continue to require cities and counties to form and maintain bicycle advisory committees, and to develop and update comprehensive bicycle plans, as a condition for receiving Transportation Development Act (TDA) funds.

Goal 7.0: Funding

Develop an equitable and effective regional funding and implementation process.

Policies

- 7.1 Continue to fund bicycle projects to complete the RBN.
- 7.2 Consider the benefits of bicycling in the allocation of all transportation funding and in developing performance measures, including vehicle trip and greenhouse gas reduction, public health and community livability.
- 7.3 Pursue additional fund sources to continue MTC's Safe Routes to Transit program once Regional Measure 2 and Climate Action Program funds are no longer available (see Chapter 5).

- 7.4 Identify new funding sources to support operation and maintenance of bicycle and pedestrian facilities, such as attended bicycle parking facilities and maintenance of multiuse paths.
- 7.5 Support additional funding for Safe Routes to Schools programs once federal, state and regional funds are no longer available (see Chapter 5).

Goal 8.0: Planning

Continue to support ongoing regional bicycle planning.

Policies

- 8.1 Support ongoing planning efforts to implement projects in the *Regional Bicycle Plan* with the assistance of MTC Resolution 3765.
- 8.2 Update and adopt the next *Regional Bicycle Plan* before the development of the next *Regional Transportation Plan* begins.
- 8.3 Encourage development of bicycle facilities and amenities when

planning Priority Development Areas (PDAs).

- 8.4 Continue to staff and support the Regional Bicycle Working Group (which guided the development of this plan) to oversee implementation of the plan, among other efforts.
- 8.5 Create mechanisms to distribute this plan to jurisdictions and other agencies throughout the Bay Area and encourage incorporation of applicable policies into locally adopted documents.
- 8.6 Continue working with the Caltrans District 4 Bicycle Advisory Committee and statewide Bicycle Advisory Committee.
- 8.7 Encourage jurisdictions to consider adopting California Environmental Quality Act (CEQA) standards that rigorously analyze project impacts to bicyclists and pedestrians.
- 8.8 Support inclusion of transportation and land-use standards in Health Impact Assessments (HIAs). (An HIA is a multidisciplinary process to

examine evidence about the health effects of a development proposal.)

- 8.9 Work to complete the Bay Trail and other intercounty trail systems. (See Chapter 4 for more information about the Bay Trail.) Work to provide connections to the California Coastal Trail¹ by coordinating with the State Coastal Conservancy, the California Coastal Commission and Caltrans to ensure a complete system of safe and efficient trails for cyclists in the Bay Area.

¹ The California Coastal Trail, once completed, will extend 1,300 miles along the California Coast, including over 300 miles in the Bay Area. The Trail is designed to foster appreciation and stewardship of the scenic and natural resources of the California coastline through bicycling and hiking. The California Coastal Conservancy's publication, "Completing the California Coastal Trail," provides a strategic blueprint for future development of the Trail. (www.scc.ca.gov)

Goal 9.0: Data collection

Routinely collect regionwide bicycle, pedestrian trip-making and collision data, including for trips using these modes to access public transit, as part of the *State of the System* report and Bay Area Travel Survey (BATS) work in order to gauge progress toward the goals in this plan.

Policies

- 9.1 Collect Statewide Integrated Traffic Records System (SWITRS) bicycle collision statistics and data on bicycle travel in Bay Area jurisdictions, and post data on MTC's Web site.
- 9.2 Encourage Caltrans to purchase additional Bay Area households for the National Personal Transportation Survey.
- 9.3 Continue to make travel data available to the public through the MTC Web site.
- 9.4 Encourage local jurisdictions to work with the National Bicycle and Pedestrian Documentation Project to standardize bicycle and

pedestrian data collection throughout the region.

- 9.5 Maintain and continue to improve MTC's existing BikeMapper service, an interactive online service that shows possible bicycle routes between any two Bay Area points.